

Parker, Bridget & Co. Ninth and Pa. Ave. Parker, Bridget & Co. Ninth and Pa. Ave.

It is the undeviating policy of this house to sell all goods in their respective season irrespective of the loss entailed. That is why twice a year we hold

A Great Mark-Down Sale.

A sale that is all-inclusive, embracing every Spring and Summer Suit of clothes in the house (men's and youths'), regardless of its desirability, value or price.

No matter what your desire—be it for a blue, black or gray Serge, be it for a fancy Worsted or Flannel, be it for a Cassimere or Cheviot suit of clothes, you may now buy it at a considerable saving.

| | |
|----------------------------------|---------|
| All the \$12.00 Suits are cut to | \$9.00 |
| All the \$15.00 Suits are cut to | \$10.75 |
| All the \$18.00 Suits are cut to | \$12.75 |
| All the \$20.00 Suits are cut to | \$14.25 |
| All the \$25.00 Suits are cut to | \$18.75 |
| All the \$30.00 Suits are cut to | \$21.75 |

Remember, it is not a sale of odds and ends, or of a few score or a few hundred suits—but a sale of thousands of garments, each and every one new this season, and specially made for us.

Stout men and tall, lean men may be fitted just as easily as men of normal size.

ALL STRAW HATS 1-3 OFF.

It's our annual sale, which begins after 4th July. Every Straw Hat in the house is included, all the yachts, all the soft straws, all the Panamas—not a single hat is exempt.

| | |
|------------------------|--------|
| The \$1.50 Hats go for | \$1.00 |
| The \$2.00 Hats go for | \$1.33 |
| The \$2.50 Hats go for | \$1.67 |
| The \$3.00 Hats go for | \$2.00 |
| The \$4.00 Hats go for | \$2.67 |
| The \$5.00 Hats go for | \$3.34 |

And so on up to the finest Panamas.

Boys' Suits.

Odds and Ends of Lots That Sold for \$5, \$6, \$7 and \$8, **\$2.95**

In fact, these are odds and ends of our entire stock, embracing some suits that sold as high as ten dollars; all styles, all fabrics, all sizes, from 3 to 14 years. Not every size in every style. About 250 Suits in all.

Boys' Knee Pants Specials.

| Boys' Knee Pants of fancy fabrics; values up to \$1, at | Boys' Knee Pants of fancy fabrics; values up to \$1.50, at | Boys' Crash and Linen Bloomer Pants, all sizes, \$1 grade, at |
|---|--|---|
| 48c. | 79c. | 75c. |

Our Annual Summer Sale of Shoes.

Every July we hold a sale of Men's and Women's Shoes. In keeping with this custom of ours, we announce this annual trade event, beginning tomorrow and continuing throughout the month. This sale has for its object the clearance of all this season's shoes this season—and with that purpose in view we have reduced the prices very materially—as follows:

Men's Oxfords, \$3.45,
That sold up to \$5.00; also some styles that sold for \$6.00.

Embracing patent colt, gun-metal and Russia calf, in our popular Teck model and other stylish lasts.

Special Sale of Panamas.

We have on hand about 500 Panama Hats, new goods just received. They represent the balance of stock of a prominent New York importer. We got them away under price—hence thus to you—

\$5 and \$6 Panamas, \$2.95
\$7 and \$8 Panamas, \$3.95

Men's 50c. Cambric Night Shirts, 39c.

Another 50 dozen of them on sale tomorrow. Made of a good quality cambric—trimmed with plain white or fancy braid—cut long and full; sizes 14 to 18.

Women's Oxfords, \$2.95,
That sold for \$3.50, \$4.00 and \$5.00.

Embracing patent colt, gun-metal, vici kid and white canvas—broken sizes—all stylish lasts.



Parker, Bridget & Co.

Ninth and Pa. Avenue.

GENERAL AND PERSONAL

NEWS OF GEORGETOWN

John W. Scott, colored, forty-seven years of age, residing at 1007 Delaware avenue southwest, while working on a building on Twenty-sixth street, between P and Q streets, fell from the second-story window and received injuries about the head and shoulders. He was taken to the Georgetown University Hospital.

Carl Alexander, colored, twelve years of age, residing at 2712 Poplar alley, employed as a waterboy at the new Connecticut avenue bridge, fell thirty feet to the ground this morning and received a compound fracture of the left wrist, bruises of the right wrist and injuries about the face and head. He was removed to Garfield Hospital.

The officers of Covenant Lodge, No. 15, I. O. O. F. of Georgetown, recently elected, were installed last evening. They are: Joseph Clark, noble grand; E. Manning, vice

grand; J. William Brewer, financial secretary; W. E. Clapp, recording secretary; Charles Chamberlain, treasurer; trustees, J. E. Chamberlain, James H. Chamberlain and Elmer Birdette.

Mrs. W. H. Gilback of 3808 1/2 R street has departed for North Hill, Va., for a visit of several weeks.

Mr. and Mrs. Henry Chamberlain, formerly of Georgetown, will celebrate the tenth anniversary of their marriage at their home in Richmond, Va., on July 10.

At a meeting held recently of the Georgetown and West Washington Citizens' Association to discuss the matter of a suitable highway to connect the settlement along the Conduit road with Georgetown it was decided that the proposed extension of Prospect street westward from 38th to the Conduit road would be the most desirable improvement.

Mrs. H. W. Fisher of 2350 O street has returned from a visit to her son Dr. William Fisher, who is stationed near Chicago.

Mr. and Mrs. H. W. Fuller of 2942 Newark street, Cleveland Park, have gone to Atlantic City for the summer.

Mrs. Layton of 3003 P street has moved to 1337 Irving place.

PRACTICE WITH BIG GUNS.

The Wisconsin, Baltimore and Perry winners in their respective classes.

The Navy Department has made public the results of rifle practice with the big guns of the navy on various ships. The trophy winners are the Wisconsin in the battleship class, Baltimore in the cruiser class and the Perry in the torpedo boat class.

The following is the standing of the different ships in the competition, in the order named:

Battleship class—Wisconsin, 137,925; Missouri, 128,830; Kearsarge, 125,791; Kentucky, 123,090; Colorado, 118,155; Maryland, 112,490; Indiana, 112,338; Illinois, 110,960; Alabama, 110,324; Ohio, 108,049; Pennsylvania, 105,448; Texas, 90,587; West Virginia, 87,903; Maine, 83,515; Iowa, 42,812.

Cruiser class—Baltimore, 141,102; Chicago, 114,970; Raleigh, 108,897; Boston, 94,980; Cincinnati, 76,068; Marblehead, 72,773.

Torpedo boat class—Perry, 117,280; Paul

Jones, 113,718; Truxtun, 112,888; Preble, 63,802; Rodgers, 60,958; Hopkins, 60,915; Stewart, 60,147; Blakeley, 60,718; Porter, 62,280; Lawrence, 50,442; Maddonough, 35,039; Nicholson, 54,821; Dupont, 48,238; Worden, 43,637.

TO SUCCEED WILFLEY.

Gregorio Araneta to Be Attorney General of Philippines.

Gregorio Araneta, solicitor general of the Philippines, has been selected to succeed Mr. Wilfley as attorney general of the island government at a salary of \$7,000 per annum. The selection was made by Secretary Taft, who well knows and highly admires Senor Araneta.

Senor Araneta is about thirty-five years of age. He can make argument in either Spanish or English, and possesses the peculiar qualification of being able to pick up a volume of United States Supreme Court reports in the course of his argument and translate it freely into Spanish. He is a native Visayan, having been born at Iloilo on the island of Panay.

NAVY YARD IS BUSY

Money Now Available for the Work at Brooklyn.

BETTER WORKMANSHIP DISPLAYED THAN in the Louisiana.

REPAIRS ALL ALONG THE LINE

Gotham Badly Fooled by Her Telephone Company—Tolls Remain at Ten Cents Despite Promises.

Special Dispatch to The Star.

NEW YORK, July 6.—After having been abandoned for nearly two months the great government-built battleship Connecticut at the Brooklyn navy yard is now ringing with the sound of hundreds of hammers, for the beginning of the new fiscal year has made available the money necessary to complete the big sea fighter. A year ago it was expected the Connecticut would have been in commission many months by this time, but there were unforeseen expenses to be met, and suddenly the amount originally appropriated for the ship gave out. The department at Washington was acquainted with the state of affairs, and appealed to the committees of Congress, but they were content to let matters wait until the new appropriation bill for the navy was framed. If the money had been made available when first asked for the Connecticut, it is said, would now be in commission as one of the vessels of the Atlantic fleet under command of Rear Admiral Robley D. Evans.

There is still between \$300,000 and \$400,000 worth of work to be done on the Connecticut before she can be called complete in every detail, and it seems certain from present indications that it will be early in the fall before Capt. William Swift of the general board at Washington, who has been designated to command the Connecticut, will assist in the launching of her.

When the last penny of the original appropriation for the ship was paid out she was ready, with the exception of some interior work and the installation of her battery of fourteen seven-inch guns. The twelve-inch and eight-inch guns, four of the former caliber and eight of the latter, were installed on board some time ago. The big ship is now in need of a new coat of paint from stem to stern, and before being placed in commission will have to spend several weeks in drydock, having her hull below the water line scraped and freshly painted for her trial trip.

The Connecticut's Speed.

The Connecticut's speed has not yet been determined, although ships built at private yards have their trial trips long before they reach the stage of final completion attained by the Connecticut months ago. The private yards have their select crews to man the ships for the trial runs. The navy yard vessels must wait until they get the regular complement of men who will man them permanently before they can be sent out to make a record over the Cape Ann course. The Connecticut's dock trial a year or more ago, however, proved entirely satisfactory and having attained the required number of revolutions in the propellers there is no reason why she shouldn't handily exceed the speed for which she was planned.

The Louisiana, the Connecticut's sister ship, built at a private yard in Virginia, has been in commission several months. Despite the fact that on January 1 last the government-built vessel was reported as under completion, the Louisiana, at that time it was believed the Brooklyn yard would win out in its race with the private yard, the outcome of which was expected to do much for the future of government-built vessels. Then came the deficit in the appropriation. The navy yard officials explain this by saying that the work on the Connecticut has been the most thorough ever put into an American battleship, and, while they admit that the first cost of the Connecticut will exceed that of her sister ship, they set up the claim that the difference will be more than made up in the maintenance of the next five years.

It is confidently predicted that once the Connecticut leaves her berth in the navy yard she will not have to seek a repair station for years to come.

In the matter of painting and dry docking to clean the hull of sea growth.

Built for a Flagship.

The crew of the Connecticut is already assembled at the navy yard, and most of the officers who are to man her have been designated by the Navy Department. The new battleship is built for a flagship and rumor has it that when she goes into commission she will be assigned to the Atlantic fleet and will take the place of the Maine as Admiral Evans' flagship.

The navy yard is fairly humming with industry now that the fiscal year has set all the wheels in motion. At every available berth along the water front and in every dock there is a big ship undergoing summer repairs in preparation for long cruises or work on the summer drill grounds off the New England coast. Few people realize what a wonderful ship building and ship repairing plant the government has built up in Brooklyn. It seems to be complete in every detail and is regarded by many navy men as one of the most valuable assets the American navy possesses. With such a plant the government can be independent of the private builders for any ordinary increase in the navy, and the Brooklyn yard can always be used as a club to prevent extortionate prices being asked by the private concerns. In the re- Washington the private yards understood the government experts. There is deep gloom over the fact at the Brooklyn yard and the officers and thousands of mechanics there are yet hopeful that the Navy Department will see its way clear to authorize the building of one of the vessels at this station.

The government's ship building plant depends largely upon its continuous operation, for nothing deteriorates quite so quickly as idle machinery.

Four Superb Cruisers.

The four magnificent armored cruisers under command of Rear Admiral Brownson—the West Virginia, flagship; Pennsylvania, Maryland and Colorado—are being put in trim at the navy yard for their long journey to the far east, where they go to form the more important part of the naval force in Philippine and Chinese waters.

The squadron will make an easy trip to the east, sojourning for a while in European waters, to show the American flag atop of the finest vessels the United States has sent to foreign shores many days. The four vessels are exact counterparts of each other, and their long, graceful lines, their four funnels and the general set-up of the cruisers will attract wide attention. There is great satisfaction in naval circles that this squadron is to carry the flag two-thirds of the way around the world.

The cruisers are to replace the battleships now in the Asiatic fleet, it being planned to bring all the heavy fighting vessels home. The cruisers will be much more available on the eastern station, they have a wider range of action and the cruisers of the type of the West Virginia are heavy enough and imposing enough for all practical purposes or emergencies. These cruisers, as a matter of fact, have a greater tonnage than most of the battleships now in commission.

The old battleship Massachusetts is being dismantled at the Brooklyn yard preparatory to being constructed along modern lines. The reconstruction will be similar to that recently undergone by the Indiana, which has now taken her place again in the Atlantic fleet. The work on the Massachusetts is the most important the navy yard has in prospect.

New York fondly imagined that it was to enjoy a reduction in telephone rates on the 1st of July, but the dream has been rudely shattered and the promised and advertised relief is not yet in sight. The telephone company announced some months ago that it would reduce the rates on the pay station rate for all local calls in New York city proper would be but 5 cents,

It Pays to Deal Where Satisfaction is Guaranteed.

Waver & Co. A FEW FEET FROM THE CITY

Do You Eat Pure Food?

During these days of pure food talk do you ever think of the condition of the food in your own refrigerator? Do you realize that a poorly made refrigerator is a most dangerous distributor of poison; that it will contaminate everything placed in it, in addition to wasting many times its cost in ice actually wasted? Make it a point to buy a good refrigerator; one with a reliable reputation.



The Bowen, New Progress and Lenox Refrigerators

are the best made. They are absolutely reliable in every way. We have never had a customer who is dissatisfied with one of these refrigerators during the entire 11 years in which we have had their exclusive agency. They are sanitary in every respect, and will save double their cost by their economic consumption of ice.

Guaranteed Perfect or Money Refunded.

We will return every dollar paid for any of these refrigerators that do not give perfect satisfaction.

Prices \$6.48 to \$100. Drip Pans Free.

Large Zinc-lined Ice Chest - - - \$4.98

Made of highly polished oak; heavily insulated, and lined with charcoal; interior is entirely of metal; has heavy galvanized steel shelves; finely made and finished.

Sold on Easy Payments.

Store Closes 5 p.m.; Saturdays, 9 p.m.

the same as charged in Washington. The present rate is 10 cents. It was also promised that the rate to Brooklyn would be reduced from 15 cents to 10 cents. The general run of telephone users who depend upon the pay stations, the great army of dwellers in apartment houses and family hotels, looked forward to July's coming with high glee and each time they handed over a dime for a message they were buoyed by the thought that "not yet, but soon it won't be a nickel."

With the advent of July the telephone company inserted large advertisements in the papers announcing that the promised reduction of pay station rates had become effective. Nice little maps were printed in the advertisements to show just how far you could telephone for 5 cents and where to pay 10 cents for extra long calls. The telephone booths were fairly mobbed on the first day by persons anxious to take advantage of the new rates to say "hello" to some friend up or down or across town. After enjoying five minutes of conversation they cheerfully handed out their 5 cents to the operator. No pen can picture the look across that overcasted the features of the telephone girls when they gazed upon the 5-cent token.

"That don't go here," they loudly proclaimed, "10 cents is the rate."

"But—" began the astonished telephone user.

"But nothing but 10 cents, that's all for you."

"We know nothing of any reduction."

Enlightened in a bewildering sort of way the public paid its 10 cents and uttered forcibly the one word "tong!" Seeking again the advertisement which read so fascinatingly at first glance the public then found the source of all the trouble. There was a sentence in the advertised reduction of rates which said:

"Hotel and apartment houses which maintain expensive equipment for the convenience of their guests and tenants may continue to charge the old rate, if they wish."

They all "wished" with a will, and with them "wished" all the druggists, florists, shops, tobacco stands and other places where the pay station telephones are installed. Of course if the telephone company had slot machine "phones" at these places the matter would be easy of adjustment. But the company uses merely few such mechanical equipments. A slot telephone is almost as great a rarity here as a dodo bird.

"We know nothing of any reduction of rates. We have not been advised of any change." This is what you hear whenever you stop to telephone. "Trangles in public be had" have been frequent ever since the called reduction went into effect. To avoid any misunderstanding one of the downtown hotels, the Astor House, had this notice printed and placed in a conspicuous position on the telephone booths:

"These telephones are operated by the management of the hotel on leases and contracts from the New York Telephone Company, which are still in force."

"The public pay station rates have been reduced by the Atlantic City Telephone Company, which are still in force. The contract rates to hotels for messages or the rental of any part of the hotel equipment."

"While regretting any resulting inconvenience to the patrons of the Astor House the management feels unable to reduce the rates for telephone service to its guests until its contracts with the telephone company are revised."

Said the proprietor of another house where the telephones are in great demand: "I know that the present situation is very annoying to the public, but like most of the other subscribers who allow the public to use the 'phones, have made a contract with the telephone company for so many messages a year at a certain rate. The company has not reduced this contracting rate, and we find that only by charging ten cents can we have even a small balance on the right side of the ledger. We would be out of pocket if we charged the five cents the company is so freely advertising."

The use of telephones in New York is enormous. It is said there are now nearly 325,000 phones in service in this vicinity. There is no competition. A new company applied for a franchise some months ago and guaranteed to give a rate to local subscribers of two cents a message. There were technicalities in the way, however, and the courts decided against the granting of a franchise.

MAY CREATE BRIGADE POSTS.

Secretary Taft's Trip to the West and Southwest.

Secretary Taft has determined to make a trip of inspection next October to Fort Riley and Fort Leavenworth, Kan., as well as to Fort Sam Houston, at San Antonio. His purpose is to examine those places with particular reference to the creation of large brigade posts at these points. It is likely that the Secretary will approve the establishment of similar posts at American Lake, in Washington; D. A. Russell, in Wyoming; Chickamauga Park, in Georgia, and some post in the middle states such as Mount Gretna, Pennsylvania. If land can be had at a reasonable rate. The plan involves the abandonment of a number of what are known as regimental posts, but its execution will be gradual and the work will cover several years, being, after all, dependent in large measure upon congressional sanction and the necessary appropriations.

ON TRIAL FOR ALLEGED BRIBERY.

Arguments in Houser Case at Madison Begun Today.

MADISON, Wis., July 6.—Arguments in the case of Secretary of State Walter L. Houser, who is charged with having attempted to bribe Insurance Commissioner Host in 1908 to render a decision favorable to the Equitable Life Assurance Society in a case relating to surplus division, began today.

The only witness today was Mr. Houser, the defendant, who wished to correct a statement he made yesterday. He testified yesterday that Mr. Host had not filed the report of the monthly receipts of the insurance commissioner's office, as provided by law, and that he (Houser) had never seen these reports.

Today Mr. Houser testified that while it was true that he never had seen the reports he had been informed by the filing clerk in his office that the report had been filed each month.

Good Bargain That when one trades COFFEE and all the old COFFEE AILS for health on

POSTUM

Ten days' trial proves.